

## COLUMBIA EASILY DEFEATS CHALLENGER.

## SHAMROCK BEATEN IN HER OWN WEATHER

BIG EXCURSION  
BOAT HELPLESS.

The Grande Duchesse, with 2,000 Passengers  
Aboard, Broke Down at Sea—Came to Anchor  
off the Bar—Boilers May Be at Fault.

(Special to The Evening World.)  
SANDY HOOK, N. J., Oct. 3.—The  
Grande Duchesse, heavily loaded with  
2,000 or more excursionists, is in trouble  
at the outer end of Gedney's Channel.  
Something has broken down coming  
home from the finish of the race. Prob-  
ably her boilers have given out.  
No one has gone to her assistance yet  
and she will probably be stuck out there  
with the crowd of men and women  
aboard until late.  
She will not reach the city until 10  
o'clock and perhaps later.  
The code flags "O V S," meaning  
"What is the matter," were hoisted on  
the tall flag pole of the Western Union

observatory, with the expectation that  
the Grande Duchesse might reply.  
It was just as she was entering Ged-  
ney's Channel at 3 P. M. that the  
Grande Duchesse broke down and began  
to drift to sea.  
The ebb tide was drifting her rapidly  
to the eastward at 3.30 P. M.  
She flew the Larchmont Yacht Club  
emblem, many of its members being on  
board.  
The Grande Duchesse finally came to  
anchor outside the bar.  
The steam pilot boat New York had  
been alongside, and, after leaving her,  
headed toward the Jersey Shore.  
She was expected to bring ashore  
some news of the happening on board,  
but she did not come near land.

She spoke to a press tug and head-  
ed off shore again.  
Meanwhile the tug James Kay was  
hanging on alongside the disabled  
steamer and all her passengers, who  
were on one side of the vessel, made  
her list to starboard.  
Probably most of them expected to  
get passage on the James Kay. She,  
however, went away and, putting on all  
steam, headed for the city, going up the  
new Ambrose channel.  
La Grande Duchesse's passengers had  
a chance to spend some of their win-  
nings of the race on the vlands and  
fluids which were taken on board the  
steamer before leaving port.  
The vessel and her freight of human  
beings are in no danger whatever.

MRS. BARUCH'S AUTOMOBILE  
FATALLY HURTS POLICEMAN.

An automobile in which Mrs. Bernard  
M. Baruch, wife of a broker at No.  
20 Broad street, was riding, ran over  
and crushed Mounted Policeman John  
Hoey in the East Drive in Central  
Park this morning. Hoey was taken to  
the Presbyterian Hospital, and the  
chances are against his recovery.  
Mrs. Baruch, who was deeply dis-  
tressed at the accident, for which she  
was not to blame, was arrested with  
her chauffeur, Henry Hitchenbach, of  
No. 20 East Thirty-fourth street. Both  
were arraigned in the Yorkville Police  
Court at 2 o'clock this afternoon.  
The East Drive has been the scene  
of many thrilling rescues of imperiled  
horsemen and horsewomen by the un-  
fortunate Hoey. He wears The World  
medal for bravery, bestowed upon him  
by this newspaper in 1893 in recogni-  
tion of his brilliant record as a life-  
saver.

**Accident Unavoidable.**  
The distressing accident appears,  
from all accounts, to have been un-  
avoidable. The policeman was the  
victim of the restlessness of his superb  
horse, Flash, which had taken many  
prizes at the Horse Show.  
Mrs. Baruch, who gave her address  
as No. 33 West Eighty-sixth street,  
was out for a morning spin. Hitchen-  
bach had guided the machine into the  
park and when the open roads were  
reached turned the control over to Mrs.  
Baruch, who had driven many times  
before.  
Policeman Hoey was walking up the  
East Drive, leading his horse. The  
automobile came up behind him at  
Eighty-seventh street, and to warn him  
of its approach Mrs. Baruch rang the  
bell.

**Dragged Into the Road.**

At the sound of the bell the police-

man's horse reared, dragging Hoey into  
the road. He held on to the bridle, but  
the frightened animal shook him off  
and threw him directly in front of the  
approaching vehicle.  
The wheels passed directly over the  
back of the policeman. Mrs. Baruch  
applied the brakes and came to a stop  
instantly.  
She got down from her seat and hast-  
ened to where Hoey was lying in the  
road.  
Her grief was very great. She did  
all she could to alleviate Hoey's suf-  
ferings until the park ambulance came,  
offering her automobile for any ser-  
vice that might be required. The am-  
bulance surgeon said that while no  
bones were broken Hoey had sustained  
internal injuries of a most serious na-  
ture.

After the policeman had been removed  
Mrs. Baruch went to the Arsenal,  
where she telephoned to the office of  
her husband, who is said to be out of  
the city. In response to her message a  
Mr. Baye hurried to the Arsenal, accom-  
panied by a lawyer of the name of  
Frankenstein. Mrs. Baruch was not  
looked up, and was allowed to go for  
women near by who got the shock of  
their respective lives.  
The geyser roared and spouted for half  
an hour and secured for itself an enor-  
mous audience.

**Tried Suicide Because of Gossip.**  
VINELAND, N. J., Oct. 3.—Because neighbors  
had been gossiping about her Mrs. Andrew  
Wynne, of this place, swallowed a dose of  
poison last night with suicidal intent. Dr.  
George Cunningham succeeded in saving her  
life.

**GIANTS WON'T PLAY  
GAME TO-MORROW.**  
The Giants and Brooklyn  
will not play ball to-mor-  
row, as they originally in-  
tended. Instead, a double-  
header will be played at  
Washington Park, Brooklyn,  
on Saturday. These games  
will wind up the League  
season in this vicinity.

**Fast Trains to St. Louis.**  
Via Pennsylvania Railroad, leave West 23d st.,  
N. Y., daily at 9:55 A. M., 1:40 and 5:55 P. M.

**Brave Officer Hoey  
Hurled Under the  
Wheels by His Fright-  
ened Horse in Central  
Park—Broker's Wife  
Arrested, but Quickly  
Proved She Was  
Blameless.**

**Get World's Medal.**  
The World in 1893 determined to pre-  
sent medals for bravery to members of  
the Metropolitan Police Department,  
the Fire Department and the Park Pol-  
ice Department, which was then under  
the jurisdiction of the Park Commis-  
sioners. Hoey was one of the three  
men named as worthy of the honor, and  
he was as proud of the medal as The  
World was proud that he got it.  
Hoey has risked his life hundreds of  
times in stopping runaway horses and he  
has saved many from death. He has been  
publicly commended by the Commis-  
sioners on frequent occasions, and his most  
cherished possession is the medal which  
citizens thinking him for his services  
in stopping their uncontrollable horses.  
Mrs. Baruch, who was with him when  
he was hurled under the wheels of the  
automobile, arrived at Yorkville Court at  
2 o'clock. She did not go inside the rail-  
ing, but remained on the bridge and had a  
whispered conversation with Magistrate  
Mott lasting about five minutes. At its  
conclusion the Inspector informed Mrs.  
Baruch that she had been paroled in  
charge of assault was made against  
her.

**COMPERS TALKS  
TO ROOSEVELT.**

**PRESIDENT MAY TREAT LABOR  
MATTERS IN MESSAGE.**

**Eight-Hour Proposition and Chi-  
cago Exclusion Act  
Topics.**  
WASHINGTON, Oct. 3.—President  
Compers, of the American Federation  
of Labor, and Ralph M. Eastley, Sec-  
retary of the National Civic Federation,  
had a conference to-day with President  
Roosevelt. They presented several mat-  
ters for his consideration.  
One of these was the Chinese Exclu-  
sion Act, which terminates by limita-  
tion in March, 1902. The labor inter-  
ests, it appears, desire the Exclusion  
Act renewed, and asked President  
Roosevelt for his aid in this direction.  
The President was likewise asked to  
say something in his message recom-

TAMMANY'S PLANS FOR  
TO-NIGHT'S CONVENTION.

The Executive Committee of Tammany Hall met this after-  
noon and ratified the city and county tickets headed by Ed-  
ward M. Shepard for Mayor. It was arranged that Martin W.  
Littleton, of Brooklyn, should place Mr. Shepard in nomination.  
P. C. T. Crane to nominate Mr. Ladd and Senator Victor J. Dow-  
ling to nominate George M. Van Hoesen at the convention at  
the Grand Central Palace at 8 o'clock to-night.

## YALE AND PRINCETON DIVIDE TENNIS HONORS.

PHILADELPHIA, Oct. 3.—Yale and Princeton divided the  
honors in the intercollegiate tennis championship, the former  
securing the doubles with Plummer and Russell, while Alex-  
ander won the singles. Alexander did not have much trouble  
in taking Ogen's measure and won in three straight sets.

## CUT HIS THROAT ON THE STREET.

Homeless and desperate, Charles Odewalde, forty-five  
years old, attempted to end his misery this afternoon by cutting  
his throat. He found an old table-knife in the gutter at the  
corner of Twenty-ninth street and Twelfth avenue, and in front  
of a crowd of screaming women so hacked himself that the  
Bellevue ambulance surgeon said that the unfortunate's wish  
or death would surely be gratified.

## LATE RESULTS AT ST. LOUIS.

Fourth Race—Jesse Jarboe 1, Kitty Clark 2, Otter 3.  
Fifth Race—Elsie Barnes 1, La Spira 2, Terra Inognita 3.

## AT HARLEM.

Fifth Race—Henry Bert 1, Gail Runner 2, Valdez 3.  
Sixth Race—Hermencia 1, El Ghor 2, Alec 3.

## BOOKMAKER OFFERS 10 TO 8 ON TAMMANY.

Joe Vendig announced at the Gravesend Race Track this  
afternoon that he was ready to bet 10 to 8 on Tammany to  
win at this election. He has \$10,000 to bet at these odds.

SCHLEY PRAISED  
FOR HIS WORK.

Lieut. Doyle Describes the Big Battle Before  
Santiago—Schley to Testify.

WASHINGTON, Oct. 3.—After the  
usual preliminary proceedings in the  
Schley Court of Inquiry to-day Lieut.  
James J. Doyle, formerly of the flagship  
Brooklyn, was recalled for the purpose  
of continuing his testimony.  
When the Court adjourned yesterday  
Lieut. Doyle was under examination by  
Mr. Rayner and the Court had just de-  
cided that the witness should not enter  
upon a discussion of the blockade of  
Santiago as it was conducted after the  
arrival of Commander-in-Chief Sampson.

While all agree that it would be de-  
sirable to have the case terminated at  
an early day, they also agree that  
there is little prospect in that direc-  
tion.  
Judge-Advocate Lemly probably will  
not call more than six or eight wit-  
nesses, but Mr. Rayner has almost  
forty names on his list. He says, how-  
ever, that he does not expect to ex-  
amine more than half of the number.  
He does not expect to call Admiral  
Schley to the witness stand for some  
time yet.  
Capt. Sigbee stated that he had made  
another search last night for the de-  
spatch from the Navy Department, under  
which the Flying Squadron off San-  
tiago, and that he had found a private  
letter which he had written at the time  
in which he had said:

"Until we sighted the vessels on the  
twenty-ninth, we knew nothing positive  
as to their whereabouts."  
Lieut. Doyle then resumed his testi-  
mony, begun yesterday. He was ex-  
amined by Mr. Rayner. He continued,  
in reply to questions, to give a nar-  
rative of the campaign.  
He was asked as to what the Brook-  
lyn had learned concerning the above  
batteries as a result of any bombard-  
ment in which she had participated in  
June.

**Praise for Schley.**  
Lieut. Doyle said that, at the bom-  
bardment which had taken place, the  
Zouave battery had been the first  
very spiritedly, but that it soon  
withdrew the enemy had again main-  
tained their guns and then shot at the ship.  
"Rayner then asked Lieut. Doyle  
how often he had seen Commander  
Schley under fire during the Santiago  
campaign.  
"Every time we were under fire," he  
replied, "during those bombardments  
and in the battle of July 2."  
"What was his conduct?"  
"He did not have an opportunity, as the  
Commodore was always near about the  
conning tower, to observe his conduct  
during the battle, but immediately pre-  
ceding and after I did have an oppor-  
tunity to do so. He always struck me as  
being just as well possessed as it was  
possible for anybody to be under the  
circumstances."  
When the smoke observed on  
July 2 by Commander Schley com-  
municated to the squadron?  
"Smoke was observed rising in the  
harbor on July 2, and my impression  
now is and always has been since that  
night that that information was con-  
veyed to the Commander-in-Chief."

**WEATHER FORECAST.**  
Forecast for the thirty-six  
hours ending at 8 P. M. Fri-  
day for New York City and  
vicinity: Fair and cool to-  
night and Friday; light to  
briak west and northwest  
winds.  
\*\*\*\*\*  
Just a Day's Journey  
Between New York and Chicago by the Penn-  
sylvania Railroad. Protect by electric automatic  
signals and switches. \*

American Yacht Outsails, Outpoints and Outfoots  
Sir Thomas's Boat, Winning, with Allowances, by  
Three Minutes and Thirty-Five Seconds.

	START.	FIRST MARK.	SECOND MARK.	FINISH.
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
COLUMBIA.....	11 01 47	11 52 22	12 46 39	2 15 05
SHAMROCK.....	11 00 13	11 51 10	12 45 51	2 16 23

With the forty-three seconds which the Shamrock allowed the Columbia, the defender won  
by three minutes and thirty-five seconds in the thirty-mile race.  
The third race will be sailed to-morrow over the straightaway course of fifteen miles and  
return.

The Columbia to-day won the second of the series of  
the races for the America's Cup, sailing over a thirty-mile  
triangular course and finishing 1 minute and 18 seconds  
ahead of Sir Thomas Lipton's Shamrock II.

Including her time allowance, she defeated the chal-  
lenger by 3 minutes and 35 seconds.

She outsailed Shamrock in the very weather that Sir  
Thomas desired, and though the green boat led her over the  
start by 1 minute and 34 seconds and showed the way around  
the first and second marks, the Herreshoff wonder slowly  
but surely outsailed her and drew ahead on the dead beat for  
the finish.

It was a magnificent race, witnessed by cheering thou-  
sands, and at the termination Sir Thomas said: "I have  
nothing to complain of. The race was fairly sailed and  
won."

FRANTIC DIN ON THE OCEAN  
WHEN SWIFT COLUMBIA WON.

The race was the fastest Amer-  
ican contest ever sailed. It  
breaks the record by more than  
ten minutes.  
(Special to The Evening World.)  
SANDY HOOK, Oct. 3.—With every  
inch of her beautiful sails drawing,  
the spray flying from under her bow,  
the great white American yacht  
swept across the line one minute and  
eighteen seconds ahead of the Sham-  
rock.

Behind, battling to the end, though  
hopelessly defeated, came Lipton's  
hope, her bow cutting the green seas

like a knife and the foam running  
behind her like a long spread of  
snowy lace.  
After the Shamrock had crossed,  
the yachts commenced to shorten sail  
and were soon taken in tow by their  
tugs.  
The cheering and noise made on  
board the excursion boats and yachts  
was terrific. The whistles could be  
heard ashore, eight miles distant.  
Extra ensigns were hoisted, and  
they cheered away for home. Each  
and every yacht had from two to  
three American flags at their mast-

heads.  
It was a grand race and every one  
who had a chance to witness it will  
long remember it.  
Many of the excursion boats steam-  
ed near the Shamrock, and Sir  
Thomas was cheered almost as  
heartily as though he had been the  
victor.  
"Better luck next time!" they  
called to him, and the game Irish  
sportsman bowed his acknowledg-  
ments.  
The long line of excursion boats  
started toward the city with bands  
playing, and passengers every now  
and then breaking into cheers.

HOW CAPT. SYCAMORE GOT  
THE BETTER OF THE START.

(Special to The Evening World.)  
SANDY HOOK, Oct. 3.—Charles Barr,  
skipper of the Yankee boat, got all the  
worst of the fight at the start to-day.  
In fact, so badly did Shamrock beat  
Columbia over the line—1 minute and 34  
seconds—that many of the "old barna-  
cles" thought Barr purposely allowed  
Columbia to get away from him, pre-  
ferring to make a warm chase of it.  
The difference of time in crossing the  
line is, of course, taken out at the  
finish. But the English boat was able  
to cross the line where she choose, and  
had shaken off her tantalizing rival.  
This must have been a great relief to  
Sycamore.

When Columbia finally crossed the  
line Barr "plinked" her a little and got  
up to windward of Shamrock. But  
the distance between the two racers was  
so wide—more than a quarter of a  
mile—that Columbia's sails could not  
shut off any of the challenger's wind  
and it was hard to figure out where  
Barr's maneuvering would bring him  
any advantage.  
Both skippers were anxious to get  
together this morning and they left for  
the battle ground earlier than usual.  
Before 5 o'clock Shamrock and Colum-  
bia had cast off from their mooring  
poys in the Horseshoe and taking har-  
bors from the respective tenders began  
the hour's journey for the lightship  
under tow.  
**Hilarity of Two Captains.**  
Even while towing, Columbia and  
Shamrock raced. The skippers of the  
tugs Wallace B. Flint, towing the Col-  
umbia, and the James A. Lawrence,  
towing the Shamrock, were quite as keen  
in their rivalry as Sycamore and Barr.  
They are brothers, but that only in-  
tensified the rivalry of the tugboat  
men. On the way to the lightship they  
drove their boats to the limit and old  
Columbia won the first brush of the  
day by a quarter of a mile.  
At 10 o'clock Columbia's crew began  
to hoist the mainsail. It was stretched  
out of shape a bit and there was some  
trouble in getting it flattened out to  
suit Capt. Barr's eye. Shamrock's yel-  
low cloud of canvas began to climb her  
steel mast a few moments later. It  
fit when peaked up was perfect.  
The club topsail, the biggest on board,  
was masted and stretched aloft.  
Headsails were all ready in steps and  
at 10:30 the two racers were ready for  
fight. At 10:31 Shamrock cast off her  
tug, and breaking her jib and stayail,  
fired away on the starboard tack to  
eastward. She heeled in the breeze un-  
till her rail was wet with spray.  
A moment later she raised sheets and  
pointed for the lightship, where the  
committee boat had already dropped  
anchor and was tying the signals for the  
compass directions, which were:  
First leg, east one half south, ten miles.  
Second leg, southwest one-half west,  
ten miles. Third leg, north-northwest,  
ten miles. This made it two reaches  
and a beat home.

**Shamrock Eager for It.**  
At 10:35 the Columbia, then far down  
to the southeast of the line, broke out  
her headsails and took it on the run  
for the scene of action. Shamrock flew

in and around the line like a frightened  
gull. She was waiting anxiously for her  
rival, for if there was to be a Shamrock  
day, this was it.  
The wind was easily more than the  
twelve knots Sir Thomas prayed for  
and it was freshening. The sea was  
smooth. Shamrock's speed as she was  
jockeyed around was the wonder of the  
fleet that now surrounded the battle-  
field.  
At 10:45, when the preparatory gun was  
fired, Columbia was still on her way to  
the line, an eighth of a mile off.  
Capt. Barr was playing a new game.  
Heretofore he had always been on top  
of his rival. Sycamore made the ad-  
vance and came down to challenge Barr.  
He kicked under Columbia's stern and  
they both made for the line. As they  
came together Barr closed in and tried  
to kill Shamrock's wind, but the bronze  
challenger was going "like a house  
afire," and went on through Columbia's  
lee without staggering.

**Couldn't Stop Her.**  
Shamrock came about under the stern  
of the lightship, and again Barr tried to  
stop her by turning into the weather  
berth, but again the challenger ate  
through the old white champion's lee  
like a fire engine not to be stopped.  
At the warning, five minutes before  
the start, they were both crossing the  
line to windward. They both luffed up  
until they were almost bow to bow.  
Barr was right on top of his rival and  
to windward.  
The Yankee boat closed down on the  
Irish boat until a collision seemed im-  
minent. Again Shamrock flew